Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-VI-51

Name: OLD US 40 EAST OVER TONOLOWAY CREEK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: __Anne E. Bruder_____ Date: __3 April 2001_____

Reviewer, NR Program: _Peter E. Kurtze_____ Date: ___3 April 2001_____

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number WA-VI-051

SHA Bridge No. W-381 **Name:** Old US 40 East over Tonoloway Creek

Location:
Street/Road Name and Number: Old US 40 East (Tollgate Ridge Road)

City/Town: Hancock **Vicinity** X

County: Washington

Ownership: _State_X_County_Municipal_Other

This bridge projects over: _Road_Railway_X_Water_Land

Is the bridge located within a designated district: _yes_X_no
_NR listed district_NR determined eligible district
_locally designated_other
Name of District

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift_Retractile_Pontoon

_Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

_X_Concrete
_X_Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame

_Other Type Name_____

Describe Setting:

Bridge W-381 carries Old US 40 East over Tonoloway Creek in Washington County. US 40 runs east-west over the southern flowing Tonoloway Creek. The bridge is in an area that is heavily developed with both commercial and residential structures.

Describe Superstructure and Substructure:

Bridge W-381 is a single span filled concrete arch bridge. The length of the bridge is 79 feet with a clear span of 56 feet. The bridge has a rise of approximately 12 feet from springline to the crown. The spandrel walls are approximately 14 feet high and 6 feet wide. The bridge has field stone wingwalls that are approximately 14 feet high and 6 feet wide. There is a clear roadway width of 25 feet. The arch has a 1-inch incised molding around the intrados. The arch ring has minor efflorescence and some vertical cracking. The spandrel walls are in fair condition with some minor spalling and efflorescence. According to a 1995 inspection report, the bridge is in good condition with a sufficiency rating of 77.5.

The parapets are original. The builders used an open parapet design which consists of vertical posts securely fastened by dowels to the structure, horizontal rails and solid panels that fill the space between the posts and the railing. The panels may be precast, and the posts and rails were built in place. The open parapet design is a variation of the solid panel railing. The precast panels are provided with openings and closed panels separate the expansion joints. Maryland began using this design after 1928.

The parapets are 79 feet across on both the eastern and western sides of the bridge. The parapets are separated into 8 sections. The second, third, fourth, fifth, sixth, and seventh sections from the northern and southern approaches are approximately 9 feet across and 3 feet high. The parapet is an open paneled design. Each section has 10 open balustrades that are poured into the deck. The first and eighth sections are approximately 11 feet long and 3 feet high. These end sections are closed panel. Each is approximately 9 feet long and 3 feet high. The end sections have a 1-inch incised panel. Each incised panel is 7 feet long and 1 foot high. A felt joint that measures ¼ inch separates each section. All of the parapets are topped with a concrete cap measuring approximately 4 inches by 6 inches. The parapets have minor scaling and spalling with some aggregate loss. The parapets are in fair condition.

Discuss Major Alterations:

There have been no alterations to this bridge except for minor patching throughout the bridge.

When Built: 1916
Why Built: Expansion of US Route 40
Who Built: Washington County Commissioners
Who Designed: Unknown
Why Altered: Bridge needed to be widened to increase load and improve safety capacity.
Was this bridge built as part of an organized bridge building campaign? Yes, this bridge was built as part of the State's and Counties' efforts to expand US Route 40 all along its corridor.

Surveyor Analysis:
This bridge may have NR significance for association with:
X A Events _Person
X C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in February 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

Yes, the State Roads Commission and the Counties made an effort to modernize and eliminate narrow 1-lane roads and dangerous curves on the National Pike. Efforts included widening, road relocation, regrading, and bridge replacement. This effort started early in the State Roads Commission's first Seven-Year Plan and continued until the 1930s with the widening of US 40.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, the area surrounding the bridge is not eligible for historic designation. However if the National Pike were ever nominated as a linear district then this bridge would contribute to that district.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of the concrete arches built by the State Roads Commission and the Counties (by the 1930's the counties were using the State Roads Commission design standards for many of their structures) in a continuing effort to modernize and widen the National Pike from Baltimore to Cumberland from 1908 until 1940.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes this bridge retains integrity of its character defining elements. Although some repairs were made to the wingwalls, the barrel, the spandrel walls, the parapets, and the abutments, all are original and have only moderate deterioration.

Is this bridge a significant example of the work of the manufacturer, designer and/or engineer?

Yes, this bridge is a significant example of the work of Washington County in the early part of the twentieth century.

Should this bridge be given further study before significance analysis is made and why?

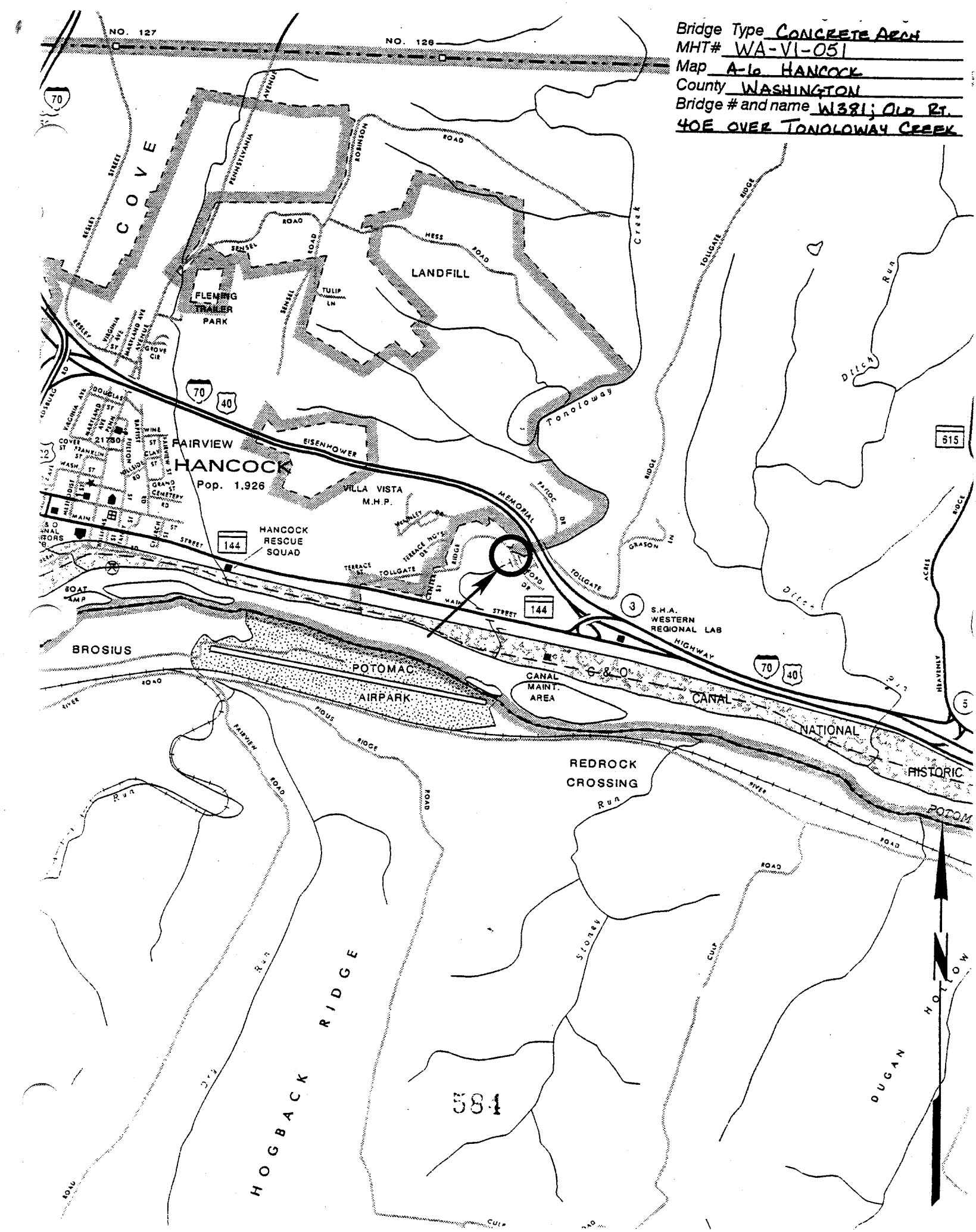
No this bridge should not be given further study.

Bibliography:

County inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

Surveyor:
Name: Stacie Y. Webb **Date:** January 1996
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero and Company, December 1997.


Bridge Type CONCRETE ARCH
MHT# WA-VI-051
Map A-10 HANCOCK
County WASHINGTON
Bridge # and name W381; OLD RT. 40E OVER TONOLOWAY CREEK
NO. 127
NO. 126
COVE
LANDFILL
FLEMING TRAILER PARK
FAIRVIEW
HANCOCK
Pop. 1,926
VILLA VISTA M.H.P.
HANCOCK RESCUE SQUAD
BROSIUS
POTOMAC AIRPARK
C & O CANAL MAINT. AREA
C & O CANAL
S.H.A. WESTERN REGIONAL LAB
REDROCK CROSSING
HOGBACK RIDGE
DUGAN HOLLOW
NATIONAL HISTORIC
Tonoloway Creek
BOAT RAMP
584

WA-VI-57

BR # 20W 38110

US 40 OVER TONOLOWAY CREEK

WASHINGTON CO., MD

DAVID KING

3. H. 2/22/95

S. H. A.

NORTHEAST ELEVATION (UPSTREAM)

1 OF 4

WA-VI-51

BR#2ow 38110

US 40 OVER TONOLOWAY CREEK

WASHINGTON CO., MD.

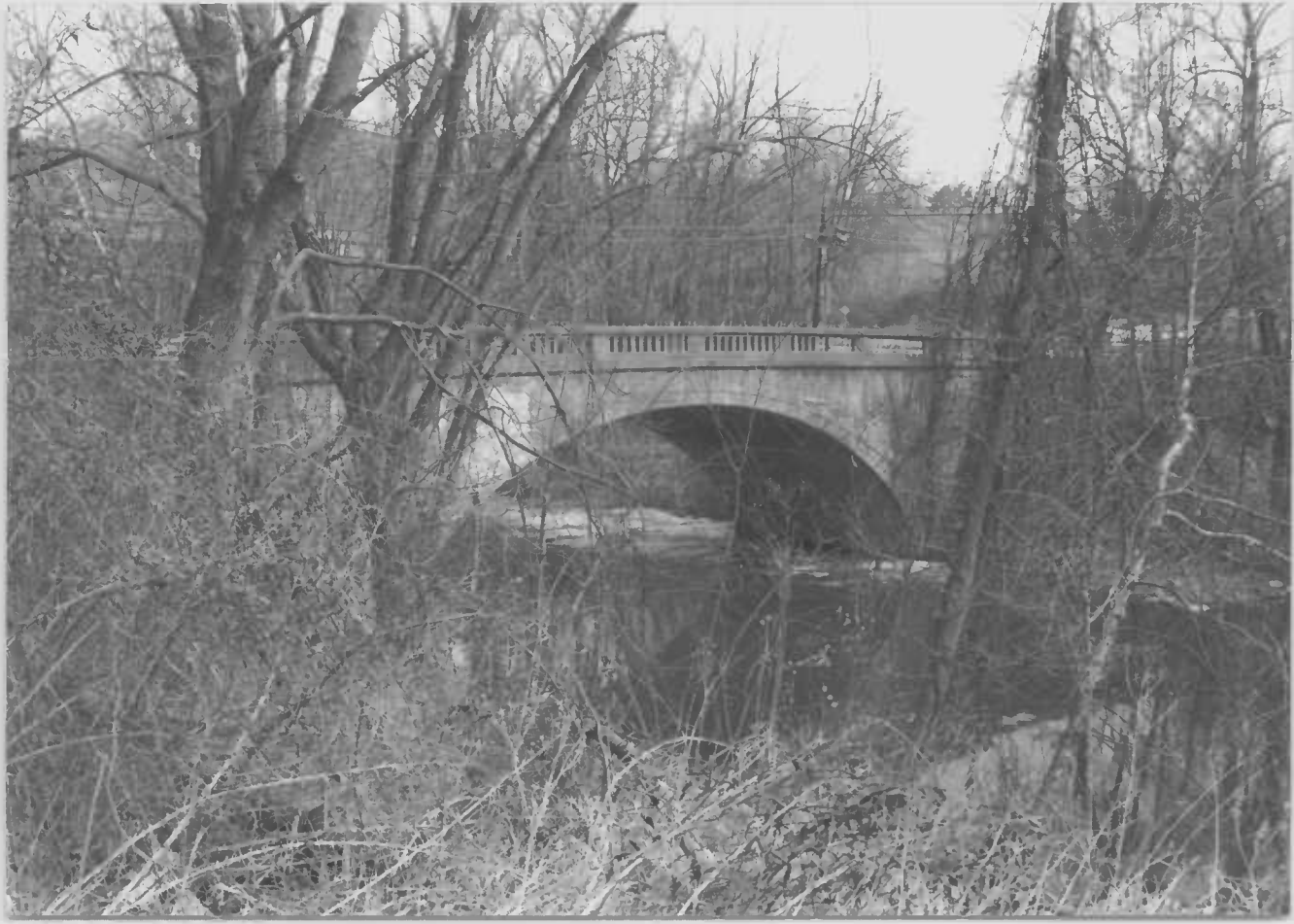
DAVID KING

2/22/95

S. H. A.

NORTHWEST APPROACH

2 OF 4



WA-VI-51

BR#20W 3811O

US 40 OVER TONOLOWAY CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

3 OF 4


WEIGHT
LIMIT
10
TONS
PLEASE
DONT
STAND
ON
BRIDGE

WA-VI-51

BR #20W 3811 0

US 40 OVER TONOLOWAY'S CREEK

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

SOUTHEAST APPROACH

4 OF 4